

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions, and listings, of claims in the application.**

**Listing of claims:**

1. (Currently Amended) A pneumatic tire comprising  
a tread portion,  
a pair of sidewall portions,  
a pair of bead portions each with a bead core therein,  
a carcass comprising a carcass main extending from the bead core in one  
of the bead portions to the bead core in the other bead portion, and a pair of  
carcass turnups axially outside the carcass main,  
a tread rubber disposed in the tread portion,  
a sidewall rubber disposed in each of the sidewall portions, and  
a wing rubber interposed between the tread rubber and sidewall rubber,

**wherein**

each said carcass turnup extends from the axially outside of the bead  
core to a point in the sidewall portion,

while extending from the axially outside of the bead core to the point in  
the sidewall portion, said carcass turnup approaches the carcass main and  
adjoins the carcass main from a first radial height to a second radial height

and then separates from the carcass main from said second radial height so as to form a separating part,

said wing rubber has a JIS type-A durometer hardness of from 45 to 60 degrees, and a radially inner part of the wing rubber is inserted between said separating part and the carcass main, the wing rubber extends from the outer surface of the tire towards the carcass main, and

a boundary of the wing rubber and the sidewall rubber extends from the outer surface of the tire to the radially outer end of said separating part, and the length of the boundary is in a range of from 10 to 50 mm.

2. (Original) The pneumatic tire according to claim 1, wherein  
the length of the separating part is in a range of from 1 to 15 mm.

CLAIM 3 (CANCELLED)

4. (Original) The pneumatic tire according to claim 1, wherein  
a boundary of the wing rubber and the tread rubber extends from the outer surface of the tire to the carcass main.

5. (Original) The pneumatic tire according to claim 4, wherein  
on the outer surface of the tire, the boundary of the wing rubber and the  
tread rubber is axially outside a tread edge.

6. (Original) The pneumatic tire according to claim 1, wherein  
a maximum section width of the carcass main lies between said first  
radial height and said second radial height.

7. (Original) The pneumatic tire according to claim 1, wherein  
said sidewall rubber is spliced with a lower sidewall rubber disposed on  
the axially outside of the carcass turnup,  
the sidewall rubber has a JIS type-A durometer hardness in a range of  
from 45 to 65 degrees, and the lower sidewall rubber has a JIS type-A  
durometer hardness in a range of more than 65 to 95 degrees,  
said sidewall rubber forms a rim protector which protrudes axially  
outwardly so as to overhang a flange of a wheel rim on which the tire is  
mounted,  
the boundary between the sidewall rubber and lower sidewall rubber  
extends from a point on the carcass turnup to a point on the outer surface of  
the tire, while inclining radially inwards, and said point on the carcass turnup

is axially inside the rim protector, and said point on the tire outer surface is underside of the rim protector.

8. (NEW) A pneumatic tire comprising
  - a tread portion,
  - a pair of sidewall portions,
  - a pair of bead portions each with a bead core therein,
  - a carcass comprising a carcass main extending from the bead core in one of the bead portions to the bead core in the other bead portion, and a pair of carcass turnups axially outside the carcass main,
  - a tread rubber disposed in the tread portion,
  - a sidewall rubber disposed in each of the sidewall portions, and
  - a wing rubber interposed between the tread rubber and sidewall rubber,
  - each said carcass turnup extends from the axially outside of the bead core to a point in the sidewall portion,  
while extending from the axially outside of the bead core to the point in the sidewall portion, said carcass turnup approaches the carcass main and adjoins the carcass main from a first radial height to a second radial height and then separates from the carcass main from said second radial height so as to form a separating part,

said wing rubber has a JIS type-A durometer hardness of from 45 to 60 degrees, and a radially inner part of the wing rubber is inserted between said separating part and the carcass main, wherein

a boundary of the wing rubber and the tread rubber extends from the outer surface of the tire to the carcass main.

**AMENDMENTS TO THE DRAWINGS**

Attached hereto is one (1) Replacement Sheet of corrected formal drawings that comply with the provisions of 37 C.F.R. § 1.84. The drawings incorporate the following drawing changes:

In Figure 4, the legend "RELATED ART", has been inserted.

It is respectfully requested that the corrected formal drawings be approved and made a part of the record of the above-identified application.

Attachment:      Replacement Sheet